

Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7 (Canceled)

Claim 8 (Currently Amended): An electromagnetic fuel injection valve according to claim [[7]] 17,

an exit face of said fuel injection hole is formed with a plane perpendicular to the axis line of said orifice.

Claims 9-16 (Canceled)

Claim 17 (New): An electronic fuel injection valve, comprising:

an orifice plate having an orifice which has an axis line non-parallel to an axis center of the fuel injection valve and which forms part of a fuel passage whose downstream side end is a fuel injection hole, and a valve seat provided upstream of the orifice;

a movable valve which opens and closes the fuel passage by contact with and disengagement from said valve seat, respectively;

a driver having a coil to drive said movable valve; and

a fuel turn member installed upstream of said valve seat, which member provides turn power to the fuel which flows in said orifice; wherein

the above arrangement forms a strong flow velocity part and a weak flow velocity part, a concentrated part of a flowing amount and a non-concentrated part of a flowing amount, or a deep part of flowing amount distribution and a light part of flowing amount distribution of fuel along the circumference of said fuel injection hole, with said strong flow velocity part, said concentrated part of the flowing amount, or said deep part of the flowing amount distribution of fuel being formed in an opposite direction of deflection of said orifice and at a circumference of an exit of said fuel injection hole.

Claim 18 (New): A method for injecting fuel using an electronic fuel injection valve according to claim 17, comprising

forming a strong flow velocity part and a weak flow velocity part, a concentrated part of a flowing amount and a non-concentrated part of a flowing amount, or a deep part of a flowing amount distribution and a light part of flowing amount distribution of fuel along the circumference of said fuel injection hole, and

forming said strong flow velocity part, said concentrated part or said deep part in a direction to the orifice's deflection at a circumference of an exit of said fuel injection hole.